

October 1, 1976

October 8, 1976



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Irish PO hits out at EEC

PLYMOUTH MACKEREL TALKS

Scottish boats 'holding back'

"ANY suggestion that the future of the Irish fishing industry should be based on quotas developed from historical performances and imposed by an outside agency on Irish fishermen within their own exclusive limits is completely unacceptable."

This strong attack on the EEC Commission was made on Saturday by Tom Lantry, chairman of the Irish Fish Producers' Organisation Ltd., at its first annual general meeting in Dublin. "We support the case for a 50-mile limit," stated Mr. Lantry.

The Irish PO is growing fast and now represents 211 vessels from 24 ports. In the first six months of operation 1,400 tons of fish were withdrawn and compensation totalled £100,000. Around 90 per cent of the withdrawn fish comprised mackerel and whiting.

In his hard hitting speech, which was strongly supported by the meeting, Mr. Lantry said: "EEC proposals were not a realistic effort to improve economy of this most distressed area of the community."

"Is the Commission serious or is it their intention to wipe out the Irish fishing industry and throw its people on the dole?" he asked.

Voicing suspicions about the way some countries handle quotas, Mr. Lantry said: "Let the coastal state manage the resources and it will be found that a satisfactory job will have been done."

FISHERMEN'S leaders from Devon and Cornwall met secretly at a Plymouth hotel on Tuesday for discussions with Jim Lovie, chief executive of the Scottish Fishermen's Organisation, who flew from Edinburgh to discuss mackerel fishing.

The outcome of the meeting is that a special committee has been set up and the Government is being invited to appoint a representative to see what can be done to control the fishery and protect stocks.

A fleet of some 80 Scottish vessels expected in south-west waters this week have decided to hold back.

Herring ban

THE IRISH Government has banned herring fishing for a specified period along the northern section of the east coast.

The ban was announced by the Junior Minister for Fisheries, Michael Pat Murphy, and came into force at noon on Thursday, September 30.

It applies to fishing within the 12-mile limit only and will continue until midnight on October 17, and every weekend afterwards from 7 am Friday to 7 pm on the following Monday, as from November 30 next.

Instead, a vanguard of a dozen boats will come next week. If they do well the rest may follow.

The biggest problem is finding facilities for landing the

sort of catches the Scots are capable of bringing in.

There is very little space at Plymouth, Falmouth or Newlyn and fishermen fear what might happen if strict controls are not enforced.

Mr. Lovie said before flying back to Scotland: "I have been trying to get the message over that we are not Vikings coming to rape the Cornish mackerel stocks."

RUSSIAN ARREST

From page 3

Irish boats, I could well understand the annoyance of fishermen who are failing to make payments on their boats because they can't catch enough fish.

It was noticeable that aboard the ships were political commissars, who controlled the crew and would not let them land.

The Russian skipper refused to face the charges in Cork and stayed aboard the vessel for two hours after she docked. Then Irish police told him that if he didn't come peacefully they would remove him by force.

A Russian Embassy official arrived from Dublin

and, after consultation with him, the captain left for a city police station where he was formally charged.

He appeared in Cork District Court the next day to face three charges of illegal fishing and illegal entry to Irish exclusive limits, plus three charges of obstructing the Irish navy.

The case was adjourned until Monday, October 4, after the Irish Navy refused a Russian request for the trawler to be moved from Cork to deeper water near the harbour entrance 25 miles away.

The Russians claim they would have to do this to test their radar, as they were

maintaining that the vessel was not fishing in Irish waters and that the Irish Navy had not identified themselves before opening fire.

The Irish Navy opposed this request, saying they had considerable difficulty in arresting the Russian and bringing him to Cork. It would have to remain in custody and any tests on radar could be done in Cork.

Later the Russians hired Cork electronics firm to check their equipment.

Chairman of the Irish Fishermen's Organisation, Joey Murrin, sent a telegram of behalf of fishermen to the Irish Navy. It read: "Congratulations. Well done lads."

Real Madrid runs trials

CONSOLIDATED Fisheries has finished the modifications to its former distant water vessel *Real Madrid*. Now the largest multi-purpose owned at Grimsby, she is scheduled to run trials this week.

The trials, and almost certainly the 140-footer's maiden trip, will be supervised by Consolidated Fisheries' outside manager and director of operations, Don Lister. Until accepting his present post a number of years ago, he was one of Grimsby's most successful trawler skippers.

Talking to *Fishing News* last week, Mr. Lister said it was still too early to decide what type of fishing *Real Madrid* would settle for, or where she would fish.

"There are endless possibilities for a vessel like this. Preferably we should like her to make her living pelagic fishing for codstuffs,



but if we are forced to look at other possibilities then we must always bear in mind that we must utilise her that we must utilise her profitably, whether it is industrial fishing for sprats or reverting to her former role as a conventional bottom trawler."

Mr. Lister ruled out, at this stage, rumours that *Real Madrid* would immediately head south for the West coast to try mackerel, although it was one of many possible things for the vessel which had carried a vast net drum and similar conveyor system carried out on German trawlers which, he said, was successful and successful when they were introduced.

Consolidated scheme has been watched, as the number of other vessels laid up which could be

Only SIX weeks for Iceland talks

HUMBERSIDE distant water trawler owners are feeling edgy about their operations off Iceland when the six-month Oslo agreement expires on December 1. "We had expected to be more in the picture about what the EEC is doing on our behalf as December 1 is uncomfortably close," a spokesman for one of Grimsby owners told *Fishing News* last week. He added: "The present indications are very nebulous, unless we are being deliberately kept in the dark."

"Yes, frankly we are concerned. Until the collective fisheries policy has been formulated for member nations, they cannot begin official talks as Iceland has stated further negotiations on a UK presence will hinge on an exchange of quotas."

Don Lister, recently appointed to the board of Consolidated Fisheries Ltd., also expressed some alarm: "I think and I hope that the EEC has got their eye on it."

Others believe Iceland may agree to an extension of three months to allow negotiations to take place without the stress of pressing for a hasty agreement. Besides North Sea herring, Iceland could be looking for special tariff agreements and concessions for fish exports to EEC countries.

On Tuesday, Skipper Tom Nielsen, secretary of the Hull Trawler Officers' Guild, told *Fishing News*: "Not only members of the guild, but also everyone else in the industry are very worried about the position. Maintenance of Britain fishing off Iceland is vital."

"Some time ago we were told that further negotiations on behalf of Britain would be done by the Fisheries Commission of the EEC, but another source told me this week that nothing had happened so far."

"Meanwhile, the time for continued presence off Iceland could depend on preferential treatment for landings such as this."

One theory thought to be under consideration is that Iceland may be persuaded to extend the Oslo agreement by one month — until January 1, 1977. This is the date Britain has stated she will adopt her own 200-mile limit if the EEC has not put it into operation for the community. Both sides can then, perhaps, get down to talks aimed at reciprocal concessions.

Stabik in Grimsby last week after landing a 62,672 catch. Our continued presence off Iceland could depend on preferential treatment for landings such as this.

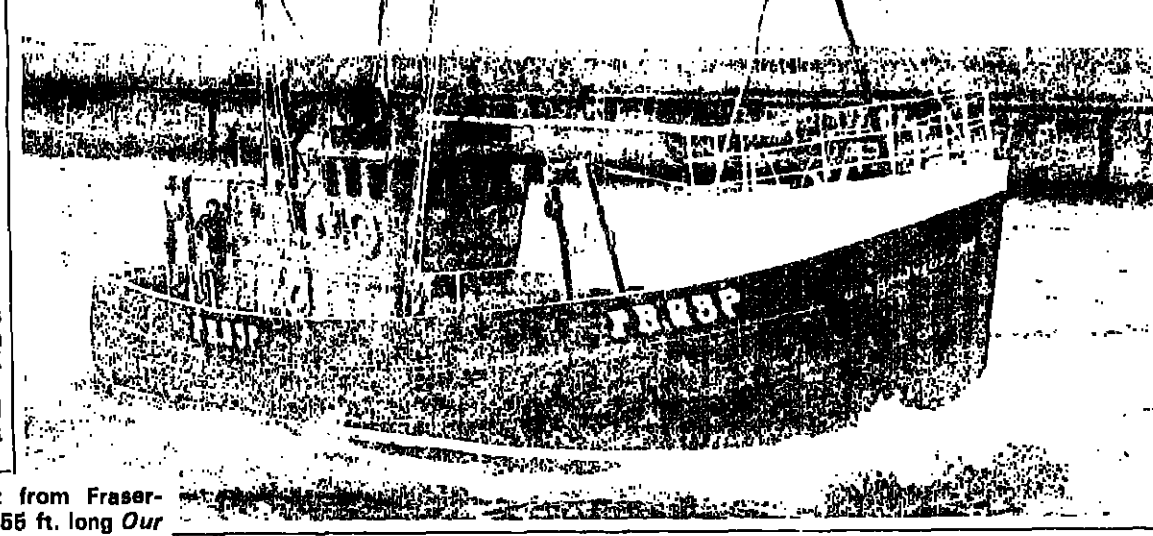


PRINCE IGOR, the oldest registered fishing boat in Britain, made her final fishing trip last week.

The North Shields-based boat was built in Denmark during 1888 and originally went to sea under sail. The oak-built boat was later converted to diesel power and has been a steady earner.

Her final trip grossed £3,321 for 11,000 kilos after being out six days. She worked through the Associated Fisheries agency and has been based at North Shields for three years.

Skipper-owner Robert Cason of Whitby Bay says she may be bought for conversion into a yacht, so the can and her days under sail

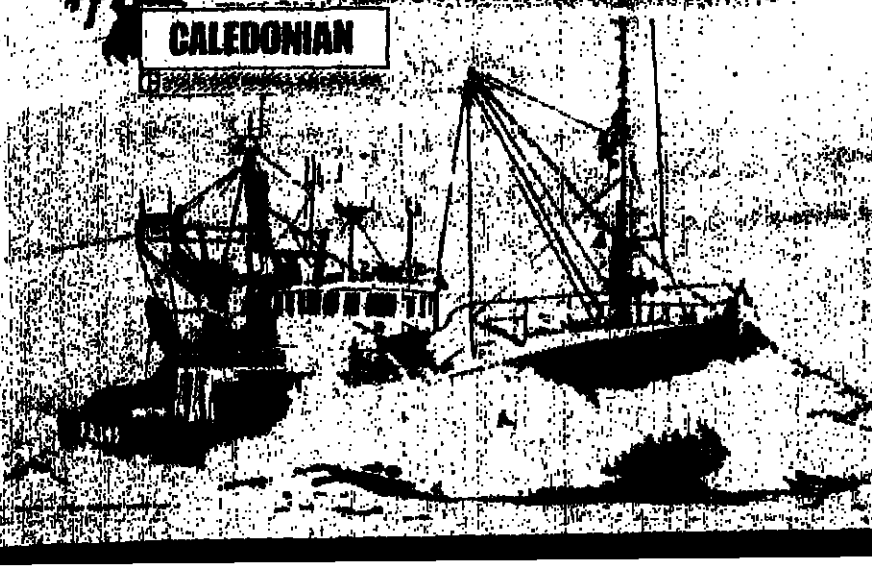


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If you want to know something about Caterpillar power, ask the men who rely on it for their livelihood, and at times, even their very lives. Ask a man like Jim Slater, skipper of the fishing trawler "Aquila". Jim Slater's trawler is powered by a CAT D398 TA which develops 850 h.p. at 1225 r.p.m., and there's power to spare there! It's typical of the range of Caterpillar Diesel Engines which Caledonian have been selling in Scotland these past 25 years.

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CREW SAVED AS 'VIGILANT' SINKS



Sterna enters harbour with Vigilant's lifeboat aboard. Below: the four crewmen of the sunken trawler.



FIVE men were rescued when their 480,000 Scottish trawler *Vigilant* struck rocks and sank within ten minutes off the Berwickshire coast (see *Fishing News*, October 1).

Skipper, Peter Hood, and son Peter of Sterna, sighted *Vigilant* in dense fog off St.

Abbs heading for the Carrs Rock, south of the entrance. "We tried to radio to give a warning but failed," said Skipper Hood. "We realised she was perilously near the rocks. We got up steam and went after her."

Rescuers found Skipper Tom Adam (32) of St. Monance, and his four crew, struggling in the water among the rocks.

Skipper Adam said: "There was heavy fog as we came down the coast, but we did not realise we were so close to rocks. When *Vigilant* struck we didn't have time to grab a thing, not even send up a distress signal. She sank within ten minutes."

"One of the crew got a lifeboat over the side and I held on to the side. The others were clinging to the rocks."

"Brenda" brings back £6,079

MILFORD Haven had its biggest grossing for some time last week when *Brenda* (Skipper Rees Evans) returned from the Irish Sea grounds with 181 kits which sold for £6,079.

On the same day Pictou Sealion (Skipper Trevor Satter) landed 180 kits which made £5,230. Between them the vessels landed a total of 25 of cod, 30 of whiting, 120 of turbot, 25 of turbot and brill and five of plaice.

LINERS GO HOME

THE summer invasion of Grimsby by inshore dogfish liners from the East Anglian and Yorkshire ports is over.

The vessels, which base themselves on the Humber port during the season, have returned to their home ports after one of the longest and most successful seasons ever.

A spokesman for Frank Chapman & Sons Ltd., Grimsby's specialist inshore dog fishing agency, told *Fishing News* the markets collapsed very suddenly at the end of September, as the seiners began landing large catches and supplies from other sources flooded into Grimsby.

He added nearly everyone had made record grossings over previous years.

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FISHING NEWS

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£70,100 poaching bill

THE SKIPPER of the Soviet freezer trawler *Belomorje*, was finally boarded; also how the skipper then claimed his engines were not working.

Irish engineers sent aboard found them to be in order. Later the Navy said they would tow the Russian to port, but he finally agreed to sail there.

The Russian skipper began giving evidence late last week, claiming that he was outside the limit and that other Russian trawlers had fixed his position there. But in evidence it transpired these fixes were not made with radar, but were visual fixings later plotted.

Skipper Shinkaruk, giving evidence with the aid of an interpreter, claimed that his seamen had to lie flat on the deck when the Irish Navy opened fire. He criticised the Irish Naval officers who carried out the arrest.

He also denied obstructing the Navy, claiming that he was not told why he was being arrested. He said no reason was given for his detention, which he considered illegal.

Irish Naval officers claimed that the skipper understood the arrest when the incident occurred underdressed English and translated what was being said to the skipper.

They also told how international flag signals were made and how radio transmissions were not answered on international frequency; flashing international signals were also ignored.

Officers who were allowed on the Russian ship said she had modern and obsolete equipment side-by-side.

Lt. Comdr. Kavanagh described, with the help of

other officers, how the Russian trawler, the 2,500-ton *Belomorje*, was finally boarded; also how the skipper then claimed his engines were not working.

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Each seaman appeared to have his own small cabin, but at 8pm each night all those not on duty were assembled for political tuition. Political commissars aboard the vessel did not allow any of the crew, except those attending court, to leave the vessel while she was in port.

Captain Shinkaruk told the court in Cork he had been a skipper since 1972 and left Murmansk on August 1. He said there could be up to 100 trawlers of the same size at *Belomorje* fishing in a region like the Irish coast at any one time. When the incident occurred, there were ten other trawlers of the same size as *Belomorje* fishing near him.

His charts, and where he is allowed to fish, were marked and laid out for him by a Soviet state organisation.

The trawler had her own fish plant aboard, but no photographers or pressmen were allowed aboard. The Soviets complained bitterly about the world-wide publicity attached to the incident.

Skipper Shinkaruk faces certain loss of his ticket in Russia, according to reports. The gear and catch of the Bulgarian trawler *Aurelia* has been confiscated in Cork by the Irish Department of Agriculture and Fisheries, following the Bulgarians' refusal to pay £102,040 in lieu of confiscation.

The department sent its officials in to begin confiscation, the biggest-ever in Ireland, after it became clear there would not be an appeal against the conviction for illegal fishing 11 miles inside the Irish 12-mile limit.

The 2,468-ton *Aurelia* had a catch of 300 tons of mackerel, sprat and herring

aboard, already boxed and packed. There was also fish meal aboard the ship.

Our Irish correspondent, Tom MacSweeney, was aboard the vessel and saw Skipper Jordan Kostan, from Valkanov, see his trawl wires and warps cut away; his nets taken off, followed by his catch. The operation took several days.

The plant aboard ship was a mixture of modern and obsolete machinery. The East European trawler had plenty of processing gear, but some of it not very modern. There were huge cold stores on board and extra storage tanks beneath the fore'sle area.

The fish was valued at £53,480; fish materials at £24,000 and gear, £24,560.

The Bulgarian skipper could also be subjected to

prosecution at home for infringing the Irish limits and he faces a possible jail sentence, plus loss of his skipper's ticket.

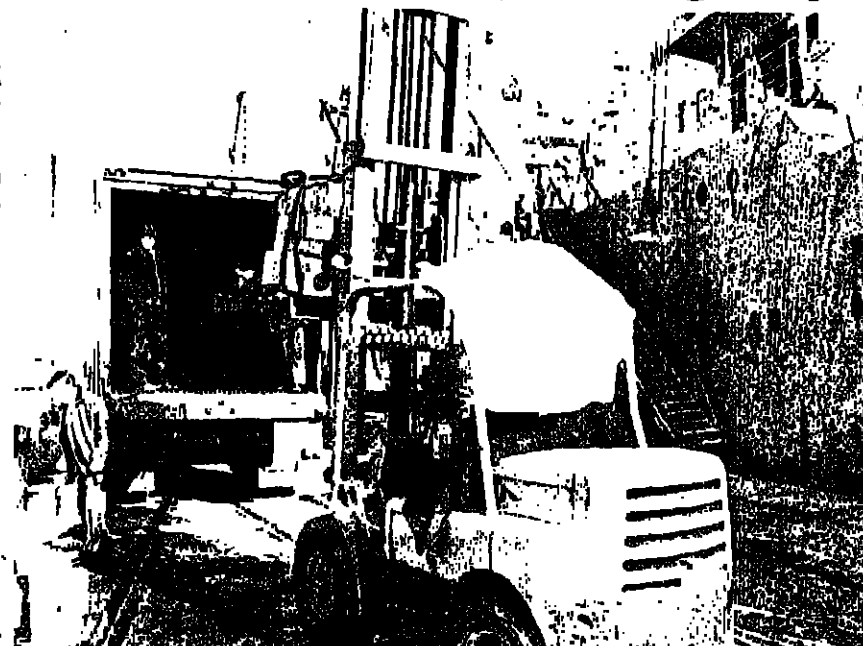
However, in this case he has been told to go back fishing and not to return home. He would be supplied at sea with new gear and equipment.

Evidently, the Bulgarians accepted that their own charts did not show Irish limits accurately.

It was doubted in Cork, however, if he could resume fishing without returning to his home port as she needs new warps and trawl wires which had been cut away.

The Department of Agriculture felt that the massive confiscation would provide a real lesson to other foreign vessels to keep outside Irish limits.

Irish court finds Russian skipper guilty



Above: fork-lift truck unloading fish from the Bulgarian factory trawler *Aurelia*. Below: the big net and equipment plant inside the vessel.

Belomorje packs 5,420hp

BELOMORJE (BMRT No. 124) is one of a series of about 30 large diesel-electric powered freezer stern trawlers built between 1969 and 1974 by the Okean Shipyard on the Black Sea.

She and 23 of her sisterships (such as *Pamir*, *Golfrim*, *Karpai*, *Valdel* and *Elbrus*) are included in the latest of the three-yearly lists issued by the International Commission for the North-West Atlantic Fisheries to show the ships working in the ICNAF area.

In the list, which was issued this year and showed the fleet as of 1974, there were 510 Soviet fishing ships and, among them, were no less than 257 BMRT and RTM category stern trawlers larger than 2,000 gross tons.

Although not as well known outside the USSR as the 240 or more Mayakovski-class stern trawlers, or the series of ships built in East Germany and Poland, *Belomorje* and her sisters appear to have been a successful design.

The 24 ships of the class in

the ICNAF list are all based on the northern port of Murmansk, which means that their area of operation extends over the north-west and north-east Atlantic, the North Sea and off the British Isles, Barents Sea and Arctic Ocean.

Built in 1971, the 3,272 gross-ton *Belomorje* has an overall length of 321 ft. Her diesel-electric propulsion plant consists of five generators driven by diesel engines with a total output of 5,420 hp and powering an electric motor turning a single propeller.

Oyster prices go up—and up again

AS PREDICTED the early opening of the fresh mussel season did lead to some dissatisfied customers and merchants in Billingsgate last week. Two consignments from Ireland were subject to delay and a spell of rather muggy weather ensured that many mussels were D.O.A. as the television detectives express it. Not an auspicious opening to the season.

Following our mention of the increased mussel competition last week it should be made clear that Mike Jenrick is no 'first timer' at the game. He was handling mussels last year.

The news is better on the oyster front where prices going up by 24 per cent does not seem to have deterred the buyers. The high water temperatures of the summer have produced very good growth and the east coast oysters, which are presently available, are fat and juicy.

Bill Potter, is now undisputed king of the oysters in Billingsgate since his firm, Baxter's and Son Ltd., has taken

over the London interests of the Seasalter and Ham Oyster Fisheries, leaving Baxter as the sole supplier of oysters in the market.

As the very essence of a market is that buyers should be able to compare prices and quality from one firm to another, this monopoly situation would not seem to be

Billingsgate

good for the trade and it can only be hoped that one of the more enterprising shellfish firms will extend its interests to provide some competition.

A circulated price list for this season quotes the following prices: No. 1's per 100 £22; No. 2's per 100 £18; No. 3's per 100 £16; No. 4's per 100 £13; and Burton's per 100 £11.

Incidentally, in one well known West End fish restaurant one dozen No. 1's, with presumably a lemon and the use of the quet, will set you back £1.00. To put it another way, oysters which leave Billingsgate at a cost of 22p each, when served with a flourish of napery cost 82p each. Perhaps someone should report this to the Price Commission!

Iceland plugs the cod gap

TWO BIG landings from the Icelandic wet fish stern trawlers *Hronn* (Skipper Siavar Brynjolfsson) and *Stalvik* (Skipper Johann Sveinsson) came to the rescue of merchants at Grimsby last week. Locally caught supplies had barely added up to 20,000 kits.

Both vessels found their trips to South Humberdale well worth-while and, although there was never any question of the freak prices fetched the week before being repeated, grossings of £63,700 (2,234 kits) and £62,572 (2,044 kits) respectively, reflected the present strength of the demand for cod, in particular, at Grimsby.

The 198ft. *Hronn*, built in Poland in 1974 with a 3,000 bhp Zgoda Sulzer main engine, was on her maiden trip to Grimsby and while the smaller *Stalvik*, at 149ft, and just one year older, had been there before, they were both within a few thousand pounds of smashing Grimsby's record grossing for a wet fish Icelandic trawler.

Also helping out the slump in local supplies were two other Icelandic vessels: *Filur* (Skipper Gislis Gar-

darsson) made £14,311 from 555 kits and *Thorir* (Skipper Vidar Benediktsson) £23,316 from 857 kits.

Of only four local-owned distant water landings, BUT's *Northern Reward* (Skipper Wally Harris) scored heavily with £51,199 from a 20-day Icelandic catch of 1,831 kits (all cod and codling bar a few redfish). Consolidated Fisheries' *Spurs* (Skipper Bill Hardie, jr.) fell short of £50,000 for the second successive trip with a grossing of £46,181 from 1,560 kits.

The 140-footer again turned out a big haul of codstuffs, with also an unusual assortment of over 300 kits of muck halibut, ling, catfish, reds, skate and haddock.

Coley

In a ding-dong battle for middle water honours, Taylor's *Ogano* (Skipper George Lodes) made £19,733 from a mixed 18-day Faroes/Westerly trip of only 580 kits to just pip BUT's *Miss Kelly* (Skipper Pat Phillips). She earned £19,137 from 807 kits, over half of which was cod, after a similar length trip to the Westories.

It was Skipper Lodes final trip before taking a well-earned rest after another spell relieving for Taylors and,

'Admiral' total loss after she grounds in fog

THE 55ft. steel trawler *Admiral Von Tromp* is now a total wreck and two of her five crew are missing after running aground off Whitby, Yorkshire.

The accident happened at 3 am on Thursday, 30 September, in dense fog when the vessel went aground in heavy breakers on Black Nab rocks, just south of Whitby.

Despite the extensive rescue efforts two men, John Addison and George Eves, both of Scarborough, died. The other three crewmen taken in hospital were the skipper and part-owner, Frank Toot, and crewmen Anthony Nicholson and Alan Marston. Two lifeboatmen were also injured in the rescue.

Once aground on the rocks the vessel was pounded and heavy seas swept across her decks. With Whitby's No. 1 lifeboat, *The White Rose of Yorkshire*, undergoing repairs, local coxswain Bob Allen took the reserve RNLI boat to sea. But the lifeboat failed to reach the trawler.

Coxswain Allen said: "We had great difficulty getting near to the stricken boat and visibility was down to 50 yards. We dropped anchor about 40 ft. away and got two

rocket lines on board but they both broke."

While these attempts to reach *Admiral Von Tromp* were going on, the Whitby lifeboat was grounded several times although she was not damaged. The trawler *Venus* (Skipper Jake Cole) also stood by for nine hours during the rescue, but could not get close to the stricken vessel.

Finally the three surviving crewmen made an attempt to float ashore on liferafts. This proved hazardous in waves up to 30 ft. high, but after attempts by two policemen and auxiliary coastguards two of the survivors were brought safely to shore.

In a further attempt to rescue one of the men stranded on the Black Nab rocks, Whitby's inshore lifeboat was launched and despite an engine failure he was taken ashore.

Local coastguard chief district officer, Eric Hartley, who supervised the shore rescue, said: "Weather conditions were appalling."

Other inshore trawlers from Whitby and Scarborough lifeboat, joined in the search for the missing men, but efforts were hampered by thick fog.



At the Brighton Fishermen's Club. Left to Right: J. Howell, Sussex chief fishery officer; Franco Pym, Conservative spokesman on fisheries; A. Bowden, MP (Brighton); R. Luca, MP (Shoreham) and K. Warren MP (Hastings).

DROP ME A LINE—SAYS 'NEXT MINISTER'

IT WILL be a "calamity" if Britain does not get a 50-mile exclusive zone, Francis Pym, Conservative spokesman on fisheries, told south coast fishermen at Brighton last week. Inshoremen are now threatened by the deepsea fleet, warned Mr. Pym. Our deepsea fishing grounds will be drastically reduced by 200 mile limits.

"The resulting pressure from the deep water vessels within our inshore waters

threatens small operators," fishermen told him of Mr. Pym's statement seemed to cut little ice with his audience. Those seemed hollow words from a representative of the party which had taken us into the Common market, remarked many of the fishermen. "Drop me a line" was Mr. Pym's stock answer as pressed.

When you're engaged in fishery research, the last thing you want to worry about are your diesels. Aware of this, G. L. Watson, designers of MFV 'Squilla', were very concerned over the choice of power for propulsion. They wanted a diesel with low-revving and long-life characteristics, compact dimensions, low specific fuel consumption, and - of prime importance - extreme reliability.

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October 1, 1978

LARDINOIS TELLS IRISH: No changes in EEC limits policy

AN IRISH Fishermen's Organisation delegation which met Common Market Agricultural Commissioner, Pierre Lardinois, in Dublin last weekend was thoroughly dissatisfied with the discussions.

After a two-hour meeting, the delegation was not impressed with the statements made by Mr. Lardinois who, they said, did not appear to know what he was talking about.

They said he did not appear to know anything about the Irish situation. Nor could he give them any information about EEC quota proposals in shared waters and the denial of Ireland's 50-mile limit claim.

Mr. Lardinois has invited the IFO to meet him again in Brussels where on Monday, October 18, the Council of Ministers starts discussion about the Common Market fishery proposals which have met with strong opposition in Ireland.

The Irish Foreign Affairs Minister, Dr. Garrett

Fitzgerald, has already declared total opposition to the proposals and said he would cast an Irish veto against them.

But Mr. Lardinois has no evident intention of changing the proposals drawn up by the Commissioners. He told a press conference in Dublin that he foresaw no change on the proposals put forward in regard to limits.

The Irish situation, particularly on the west coast, might be met with some improvement in quotas; there is also need for special consideration for areas in the north of Britain. But he could not foresee any fundamental changes in the proposals on limits.

A major confrontation now seems likely, as the Irish Government is facing a massive trade union and fishermen's campaign. It cannot afford to back down on its pledges.



BRYHER ON £6,425

MARKETS were excellent at Milford Haven last week and it was a real event when two of the port's vessels grossed more than £6,000.

One of the port's youngest skippers, John Rogers, brought *Norrad Star* home with 183 kits, including 10 of cod, 25 of whittings, 50 of roker, 10 of turbot and brill, 36 of plaice and eight of soles, which sold for £6,261.

On the following day markets were even better and *Bryher*, commanded by Skipper A. James, made the week's top grossing. The trawler landed 148 kits which sold for £6,425.

Georgia Wilson kept up a good run under the command of Skipper Tom Smith the following day. She landed 130 kits, including 50 of roker and 17 of soles, for a grossing of £4,750.

On the same day the pocket trawler *Westerdale* (Skipper Frank Reynolds) had a break in her recent good run when she was forced back to port with only 30 kits.

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On the following day markets were even better and *Bryher*, commanded by Skipper A. James, made the week's top grossing. The trawler landed 148 kits which sold for £6,425.

Georgia Wilson kept up a good run under the command of Skipper Tom Smith the following day. She landed 130 kits, including 50 of roker and 17 of soles, for a grossing of £4,750.

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As these grossings clearly reflect, markets were excellent for all varieties.

Safety overall warms wearers

A ONE-PIECE survival suit designed to keep a man afloat even when unconscious has been introduced by Wendyco (East Anglia) Ltd.

Called the Norwester, the suit has been designed as a working overall with high thermal properties to protect the wearer once overboard. The makers claim that the suit will still work even when cut in half.

Once the wearer goes overboard, approximately 200 of water enters the suit and spreads evenly over the body. This heats the body temperature automatically and acts as a 'hot water bottle'. Once out of the water the outfit will self drain.

Made from reinforced, polyurethane nylon, the suit is said to be extremely lightweight and resistant to oils, diesel, petrol, acids, alkalis. It comes in a range of colours, including International Distress Orange, and has a radar reflector built into the shoulder panels.

For further information, contact Wendyco (East Anglia) Ltd., Woodside Way, Norwich NR7 9HA. Tel: (0603) 37341.

Now it's Save Our Spiders

BECAUSE OF the "acceptance of the spider crab by European countries" there should now be legislation to govern the size of crab caught.

Mr. W. Hoeking, Cornish Sea Fisheries Committee member from Looe, told committee meeting in Truro last week that spider crab had now become "lucrative to fishermen" because of their irregular and difficult shape, it is easy to judge overall size.

Something ought to be done to see advice on this matter, he said, so that stocks can now be preserved for the future.

Pat Crookford of Falmouth said this showed the general trend in fishing in recent years. Fish once thrown away by fishermen and public are now gaining acceptance at the dinner table.

"Fishermen used to kill all the spider crabs they caught," said Mr. Hoeking. "Now they treasure them and take them to market."

Cornwall's Sea Fisheries Committee has found support from the Devon and Somerset branches in a bid to achieve a minimum size limit for scallops.

Members were told at the meeting in Truro that a 4 in. size is being recommended. Plans would now be put in hand to seek the help of the Ministry of Agriculture, Fisheries and Food with a view to making a by-law for the south and south-west coasts.

At their meeting in Truro on Tuesday last week, chairman John Trawin asked members to endorse the sub-committee's action and, although a few responded by stating their points of view, they certainly showed it by remaining silent.

Put outspoken Porthleven fisherman, Mike Hoeking, said he was not happy with the action taken. It was all very well to talk about protecting the inshore fisherman, but about the six or 12-mile limit, whether they be long line men or trawlermen, should all be allowed to fish their own waters as they please and come within the now three-mile limit.

It is not right to differentiate between Cornish and English, he said. Last year

SOME members of Cornwall's Sea Fisheries Committee expressed mixed feelings over the emergency sub-committee's telegram sent to the Prime Minister calling for immediate action to preserve mackerel stocks.

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October 15, 1978

FISHING NEWS

BLUE WHITING—'we're not that desperate'

SIX FISH and chip shops around the country which are co-operating with the White Fish Authority in selling blue whiting have so far met with encouraging results. But Fleetwood owners are not enthusiastic about catching the variety.

Jim Cross, Fleetwood manager of J. Marr and Son Ltd., said his firm is not interested in fishing blue whiting at the moment. "On

prices that have been quoted so far it would not be feasible to send a big ship after blue whiting. It's about £30 a ton which is about £2 a kit.

"I know you catch a lot, but you have got to get rid of them and the nearest place to get rid of them is the fish meal works at Stornoway.

"We are not as desperate as that yet. There may be a time when we need them but not at the moment, as far as Marr is concerned.

Geoff Anderson, president of Fleetwood Fish Merchants' Association, said the

main problem with the fish is that they are small and difficult to process. "But, if needs must, they will become very acceptable."

He said that some merchants had obtained supplies of the fish from Hull last year and found them awkward to handle but added: "With recent experiences of handling small Rockall haddocks we might cope a bit better now.

"If the worst happens and we get thrown out of Iceland and we get stuck with a 12-mile limit, possibly we would have to turn to these fish."

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on October 2.

The new rates of interest for fishing vessels under 80 ft. and new engines are: up to five years, 13 per cent; five to 10 years, 13 1/2 per cent; 10 to 15 years, 14 1/8 per cent; over 15 years 15 3/8 per cent.

For processing plants, up to five years, 14 1/2 per cent; five to 10 years, 14 7/8 per cent; 10 to 15 years, 15 3/8 per cent; 15 to 20 years, 16 1/8 per cent.

PRESIDENT ELECTED

ANDREW Marr has been elected president of the Hull Fishing Vessel Owners' Association at its annual general meeting. He takes over from Tom Boyd junr.

The new vice president has been named as Neil Parkes, who takes over from Mr. Marr.

FLEET TENDERS CLOSE

The Robinson fleet laid up at Grimsby following repossession by the White Fish Authority.

Developments on the sale of the fleet are expected shortly as tenders for the vessels had to be with the WFA by September 30.

Benvolio, which is powered

'Benvolio' on delivery maiden

FLEETWOOD'S latest trawler, the 86 ft. *Benvolio*, is now fishing her way around the port under the command of Skipper Bill Spearpoint.

The vessel, which was built at Berwick as *Olivia*, marks a new departure for her owners, Wyre Trawlers Ltd., which formerly concentrated on larger vessels.

Benvolio, which is powered

by a 750hp engine, is a multi-purpose vessel, but initially she will be used as a side trawler.

John Haskam, manager of Wyre Trawlers, said: "We at Wyre believe that ships like her point the way to the future for Fleetwood."

"Fleetwood has its future tied up closely with the home water grounds. We feel that the multi-purpose vessel

is the ship that will fit the bill at the port.

"For Fleetwood she represents a different mode of fishing and will take some getting used to — but there are indisputable indications that we will have to adapt to survive."

"At Wyre morale has risen because of the faith that BUT and its directors have shown in Fleetwood by directing new vessels to the port."

'Too much mackerel for the liners'

was the mackerel long line men's best year for some time.

"Outside their limit are the Russians and other Eastern bloc countries, purse seiners, pelagic trawlers and other boats from this country and overseas."

"If you look at the investment involved, the line men are very small by comparison. Take away those large boats and you have a massive fishery for 100 or so hook and liners with too many fish for them to catch."

Mr. Hoeking said if the bigger boats were thrown out of business it would not be long before the whole of the south-west fishing industry "went to pot."

Falmouth fisherman, Pat Crookford, said it was all very well to comment on "line men" but large trawlers worked at night if they were not working during the day, and chance would result. They

will charge right through our lines. The small boats will just have to get out of the way," he said.

Mr. Hoeking said he realised the threat of Eastern bloc countries and fishing boats from outside Cornwall. The Russians, however, often fished only during the summer months and moved away when the mackerel shoals came inshore.

The Cornish trawlerman, who was not allowed inshore, would have few fish to catch. He had to come inshore if he was able to survive.

"Russians catch 75 per cent of their fish during the summer months. When they cannot catch any more they move on."

"We want help for all Cornish fishermen, whether a trawlerman or line fisherman."

Clark in the committee, Mr. A. Daniels, reminded members that the EEC com-

mission had already stated protection should be given to inshore fishermen. The telegram to the PM only reminded the Government of that fact.

Mr. Trawin asked Skipper Hoeking if he would accept a seat on the sub-committee so that his views could be heard before any similar action was taken in future.

If the magical 200-mile limit for foreign boats was in force, who knows what would happen," he said.

Mr. Hoeking, while accepting the position on the sub-committee, said that during the summer months whilst fishing 200 miles from Wolf Rock, he spotted 14 or 15 Russian trawlers all at least 2,000 tons in size. They went up and down with the tide until all fish stocks were exhausted," he said.

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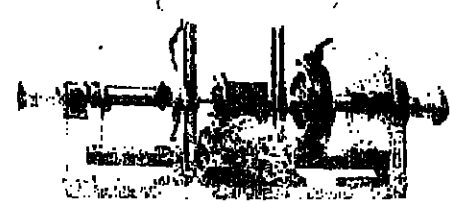
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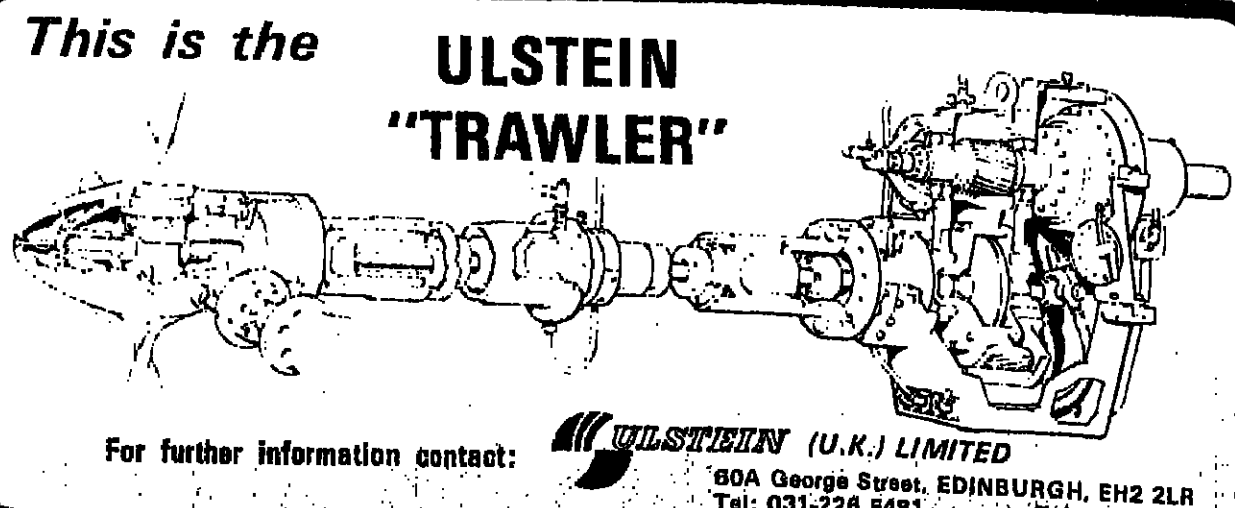
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Yard's fast 40-footer for export

CYGNUS Marine of Falmouth has branched out from fishing boat building with the completion of the 40 ft. pilot boat *Ruban II* (above) for Dubai. The GPR-hulled craft is powered by twin V-8s of 200 hp and the boat has a speed in excess of 18 knots. She would have been faster had not the owners gone for additional strength. Skipper of *Ruban II* will be George Chapman, a former Falmouth man who is a port authority chief in Dubai. The pilot boat was being taken to her home port aboard the cargo carrying boat *Acarius*.

Record sale

LOSSIEMOUTH's annual sale of work reached a record of £200,000 in 1977, an increase of £20,000 on last year's record. Early in the year a special effort had been made, resulting in a very generous response from the people living in the Firth coast towns and inland district.

CATCH '76 REPORT

New 'Cat' range from 250hp

THE Caledonian Tractor and Equipment Co. Ltd. of Glasgow celebrated its 25th anniversary as the Caterpillar dealer in Scotland with the introduction of a new engine range.

Having its first showing in the UK at Catch '76 was the Caterpillar 3400 series consisting of three engines ranging from 250 to 750 hp.

They were displayed as propulsion units complete with marine gears.

Main feature of the new series is that the design incorporates large displacement with trim external dimensions and weight.

Displacement is about one-third greater than that of earlier Cat engines, so there is less heat generated and less mechanical stress. The

engines have fewer moving parts and are of more simple construction.

The three engines on display were the six-cylinder, in-line, model 3406; the eight-cylinder, vee-form, 3408; and the 12-cylinder, vee-form, 3412. All have a cylinder bore

of 5.40 in. and stroke of 6.00 in.

The 3406, 3408 and 3412 have displacements of 893, 1099 and 1649 cu. in. respectively.

Caledonian initially dealt in Caterpillar earth moving and construction equipment, but moved into the fishing boat market in the early 1960s when a number of Scottish vessels were re-engined with Cat units.

Some of the earliest of these were a 180 hp engine fitted to the Wick seiner

Bunilidh Braes and a 380 hp model for the 80ft. Fraserburgh vessel *Morning Star*.

Among newly-built vessels to be fitted with Cat engines in the early 1980s were *Argonaut II*, built at Anstruther for Skipper Dave Smith and powered by a 325 hp engine, and the ring netter *Britannia* built at Sandhaven for Skipper Billy Gibson of Dunure and powered by a 220 hp engine.

In more recent years larger units have been introduced to cater for the demands of pair trawlers and purse seiners.

In 1972, models of 850 hp were fitted to the 80ft. wooden boats *Kallista* and *Aquila* which were built by J. and G. Forbes and Co. of Sandhaven for skippers George Watt and James Slater.

October 1, 1976

October 15, 1976

October 15, 1976

FISHING NEWS

9

SHORT DIESEL KEEPS BOAT IN TRIM

THE Hedemora type V6A/12 engine on the A. Johnson and Co. stand is to be installed in a 79 ft. multi-purpose boat building in Devon for North Shields skipper, Alan Morse.

As reported in *Fishing News*, August 13, one of the main reasons for the choice of this engine for the vessel is that it is only four ft. long and yet develops more than 600 hp.

Its compact size has

enabled the boat's fishroom to be placed amidships, so she will maintain correct trim when carrying fish.

This will be the first installation of a Swedish Hedemora marine propulsion engine in the UK, although the type VA has been in service all over the world since

being introduced in 1963.

The V6A/12, being supplied by UK agents, Johnson, to Skipper Morse's boat has a continuous rating of 620 bhp at 1,200 rpm. It will drive an Ulstein CP propeller through an Ulstein 110GSC

close-coupled gearbox of 3:1 reduction ratio.

It is a 12-cylinder, turbo-charged, four-stroke, water-cooled, vee-form engine with the cylinders arranged at a 90 degree angle. It has a cylinder bore of 185 mm. while the

piston stroke is of 210 mm. The minimum expected life of wearing parts, such as bearings, cylinder liners, pistons and rings, etc., is 20,000 hours. There can be long intervals between overhauls.

Other important features for fishing vessel applications are the power take-offs available at the fore end, including one for full engine power.

Hedemora Diesel manufactures two engine ranges: the VA of 600 to 2,500 hp and the VB, 750 to 3,000 hp.

...CP prop on show

ULSTEIN (UK) Ltd. was exhibiting the type 110GSC gearbox and 1,700 mm. controllable pitch propeller unit due to be installed in Skipper Alan Morse's 79 ft. multi-purpose vessel.

It will be close-coupled to the Hedemora V6A/12 engine also seen at the exhibition.

Ulstein of Norway has been making controllable pitch propellers for more than 60 years. They are specially designed to meet the widely differing requirements of fishing vessels: pull and manoeuvrability, plus full performance obtainable under all operating conditions.

Ulstein CP propellers with reduction gears can be supplied for engines within the power range 150 to 3,500 hp.

Installations in Scotland include the Peterhead vessels *Summer Dawn* and *Brighter Dawn*, built in Norway about three years ago.

A model 55 GSC gearbox with CP propeller and Ulstein nozzle is being fitted to a 65 ft. wooden boat being built at Robsons Boatbuilders of South Shields for Skipper Terry McIntee of North Shields. It will be coupled to a Gardner 250 hp engine running at 1,160 rpm.

Ulstein (UK) Ltd. is also sales and service agent for Tenford Mek Verksted A/S and exhibited a typical Tenford steering gear unit — as

installed in over 80 per cent of Scottish fishing vessels.

A revolutionary type of steering gear is about to be put into production by Tenford. The new unit incorporates all motors, pumps, valves and oil reservoir integral with the rudder motor.

This is claimed to save the shipyard having to fabricate settings for the pumps and pipework.

A new axially floating piston is used which allows hydraulic cylinder pressure to be increased to 80KG/CM². This also gives a saving in the size and weight of the unit for a given rudder torque.

The firm is also sales and service agent for Sperre Mek Verksted's marine starting air compressors.

Other Ulstein equipment handled by Ulstein (UK) includes transverse thrusters and stabiliser systems.

Plans are well advanced to build a factory in Fife to manufacture Ulstein equipment in Scotland. It is hoped the factory will begin production late next year.

STERNGEAR SUPPLIERS

HENRY Fleetwood and Sons (Marine) Ltd. is a family engineering firm founded at Arbroath in 1924 by Henry Fleetwood Sr. The firm moved to Lossiemouth in 1933.

The Fleetwood family has a long association with marine engineering and the grandfather of the present directors, John and Henry Jnr., was involved in this kind of work more than 90 years ago.

Right from the start the firm specialised in the manufacture of sterngear and other types of marine engineering equipment.

In addition to supplying a range of stern tubes, propeller shafts and intermediate shafts, keel coolers and skin fittings, etc., the firm is agents for Gardner and Volvo Penta engines, Gilbert Gilkes and Gordon pumps, and M. G. Duff cathodic protection.

One of the main exhibits on the stand was a Fleetwood sterngear assembly fitted with a Bruntons Superston propeller.

Fleetwood had made the unit except for the propeller. The Superston propeller was introduced by Bruntons about 18 months ago and is made of manganese aluminium bronze alloy, which is stronger than manganese bronze and more resistant to impact damage and corrosion.

Fleetwood is supplying the sterngear with Superston propeller to the wooden Swan Hunter for the John trawler, Jean Scott, now

nearing completion at the Lossiemouth yard of Jones Buckie Shipyard for owners in Grimsby. Fleetwood also assembles and supplies marine auxiliary sets and details of these were available on the stand.

Based on Gardner or Volvo engines, they are supplied complete with generators, bilge and general service pumps, hydraulic power packs for deck machinery, together with all the necessary clutches and drives etc.

Many vessels from Campbeltown Shipyard, including Skipper Dave Smith's *Argonaut IV* and Skipper Willie Campbell's *Ajax*, have Fleetwood generating sets.

Examples and details of the range of bilge and general service pumps from the Kendal firm of Gilbert Gilkes and Gordon were shown on the Fleetwood stand.

It is now about four years since Gilkes first exhibited its range of Gilmer Series M pumps which have been adopted by a number of engine makers including Caterpillar, Kelvin, Cummins, MWM and Dorman.

Gilkes has now added two larger pumps to the Series M range, the 300/1000 three in. unit and the 400/1100 four in. unit.

Among new vessels to be fitted with the 400/1100 pump is the stern trawler, *Clarkwood*, recently completed by the Gooch yard of propeller to the wooden Swan Hunter for the John trawler, Jean Scott, now

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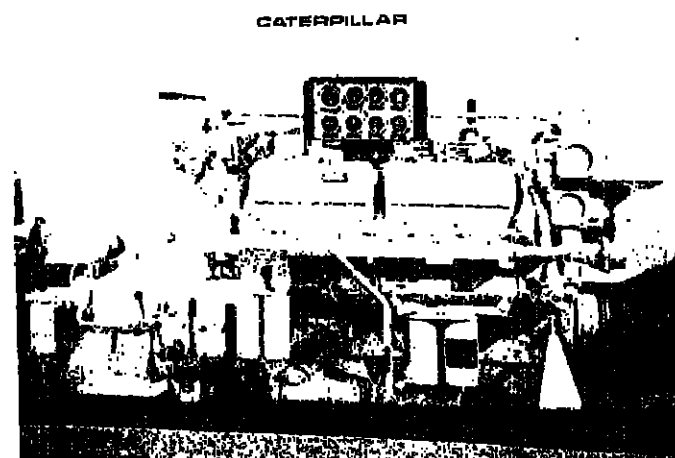
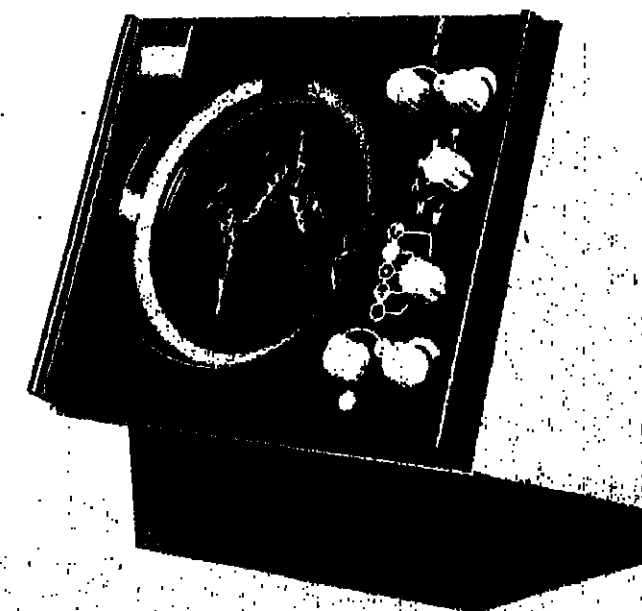
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Caterpillar's 3412 engine, one of the new 3400 series on show in the UK for the first time.

Pound system

MAIN EXHIBIT on the Alcoa of Great Britain Ltd. stand was a section of fishroom boards and stanchions.

Also on display was a range of aluminium fish boxes, trays and containers manufactured by the Warwick Production Co.

The Alcoa system of aluminium fish pound boards and stanchions has been in use for many years aboard fishing vessels.

Some boats are fitted with the complete system, while other have either stanchions or boards.

A set of boards has been supplied to the new pocket trawler *Glen Cloan*, which has just been completed by Cubow Ltd. of London for J. Marr (Aberdeen) Ltd. Another set has been ordered for a wooden purse seiner under construction at the

Aluminium fishroom stanchions and pound boards on the Alcoa of Great Britain stand.

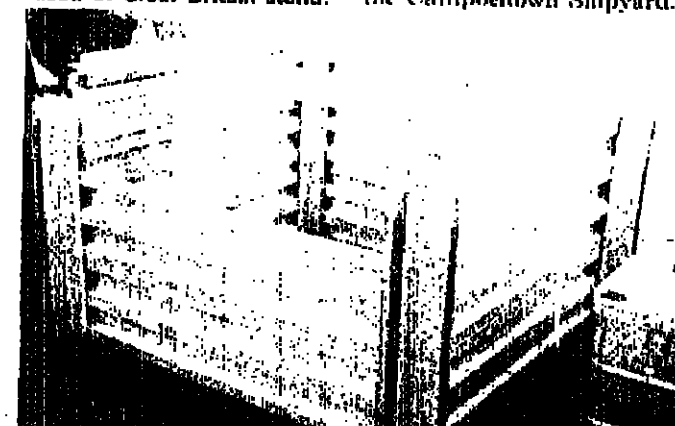
Sandhaven yard of J. and G. Forbes and Co. for Shetland owners.

Aluminium has many advantages for fishroom applications. It is corrosion resistant, easy to clean and handle, lightweight and durable.

Above all it is resistant to bacteria which is a real aid in keeping the catch fresher during storage at sea. Also its thermal conducting properties quicken the chilling of fish in the fishroom.

Alcoa also supply aluminium sheet for use in vessel construction. A pre-painted, stain-resistant, aluminium sheet has been used as an interior lining for the galley on board Skipper Dave Smith's new seine netter *Argonaut IV*.

Alcoa aluminium has also been used for the gutting shelter and for the engine room tread plate on this vessel and for others from the Campbeltown Shipyard.



October 1, 1976

CATCH '76 REPORT

Skippers choose Danish diesel

SALES and service agent for a number of Continental concerns, including Alpha Diesel A/S and Motorfabriken BUKH A/S, is the old-established Scottish firm, Ferguson and Timpson Ltd.

Since Alpha Diesel entered the UK market a few years ago, 18 British fishing boats have been fitted with Alpha propulsion systems.

The company supplies the complete package, together with controls and CP propeller with or without nozzle, and the power range covers from 400 to 4,770 bhp.

One of the most recent installations was a 700 hp model about the 86ft. purse seiner *Morning Star*. She has just been completed at Peterhead for Skipper James Duncan, George Duncan Jr., and George Duncan Sr.

Agent and service engineer for Alpha in the north-east of Scotland is Northern Engineering Works of Peterhead.

Ferguson and Timpson is sole UK agent for BUKH and the main exhibit on the stand was a BUKH 4K105 MPH propulsion engine of 65 hp.

Although a number of BUKH units have been fitted to Scottish boats as auxiliary sets, many thousands are in use in other parts of the world as propulsion units.

BUKH marine diesel engines are four stroke, water cooled, units with one to six cylinders and range from 10 to 96 hp. They are suitable for smaller vessels in the British fleet.

The 4K105 MPH unit on the stand develops 64 bhp at 1,800 rpm and was shown complete with reduction gearbox, shafting and fixed pitch propeller. BUKH or alternative makes of reduction gear, either mechanically or hydraulically operated, can be used.

Motorfabriken BUKH of Denmark has been producing diesel engines since 1912.

TANGLE NET WINCH

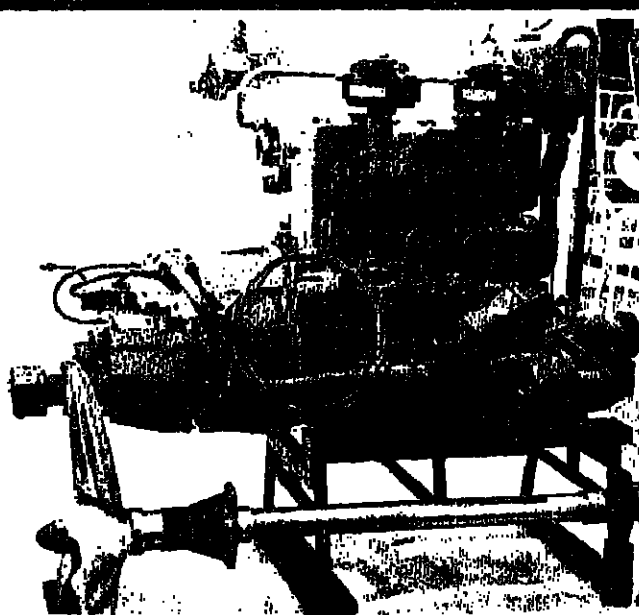
AN interesting newcomer to a British fisheries exhibition was the patented hydraulic self-winding net winch aimed at easing fish handling at sea.

The unit is manufactured in Denmark, under the trade name Net-Op (net-up), by Bjarne Jensen.

The lightweight and salt water-resistant winch can be used for all types of nets — cod, herring, plaice, mackerel, salmon and even salmon hooks. There is a removable side section for fishing with ring-shaped nets.

In principle the Net-Op is a new type of lanyard winch operated by two spherical water containers which grip the net against a hydraulically driven variable speed rubberised continuous belt.

The Net-Op is in use on Danish vessels up to 90 tons where they are especially popular for tangle net fishing over wrecks.



The BUKH 4K105 MPH engine together with stern gear.

SEINER PROVES ROPE REELS

LATEST addition to the range of deck machinery manufactured by Aberdeen's C.F. Wilson and Co. (1932) Ltd. is seine rope storage reels.

A two-drum set has just been successfully tried out by the 75ft. Peterhead vessel *Glenyule III*.

The robust reels are designed to withstand the extreme conditions on fishing vessels. Non-metallic bearings have been used where possible and the guide rollers in the spooling process are specially hardened.

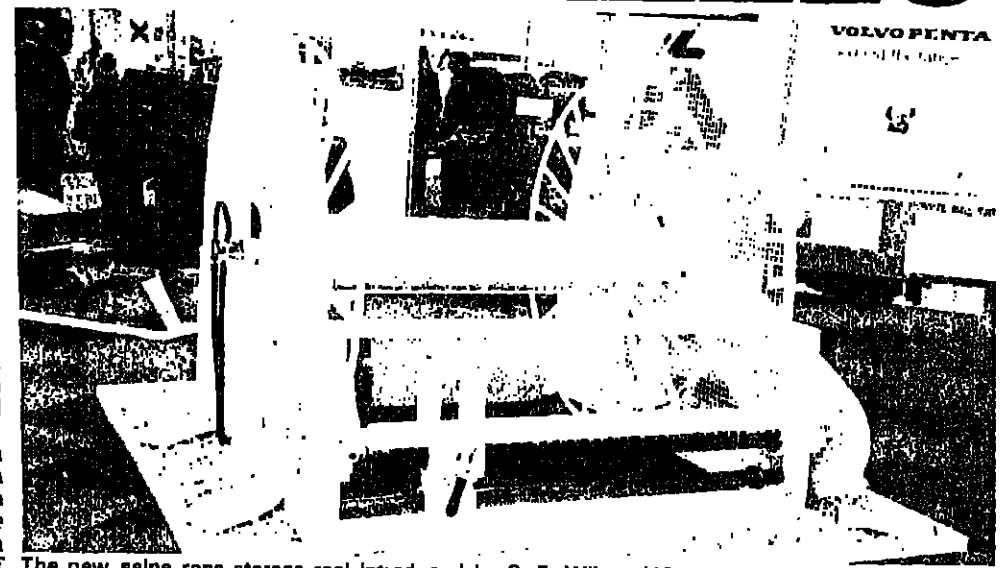
Each reel is powered by an internally-mounted Carron hydraulic motor, and both motors are fed from a single hydraulic pump which can also drive a power block if required.

Local or wheelhouse controls can be fitted. The reels are designed for use in conjunction with existing winches to automatically store the ropes onto each drum, also provide the necessary back tension to the rope. Capacity of the reels can be to owners' requirements.

C. F. Wilson took over the marine interests of the Carron Co. of Falkirk early last year and, since then, has carried out exhaustive development of the power block.

A prototype was fitted to the 72ft. Lossiemouth seine netter *Sunbeam* about 15 months ago and the large number in service have given satisfaction.

A reinforced aluminium



The new seine rope storage reel introduced by C. F. Wilson (1932) Ltd.

support arm reduces the weight of the power block assembly and cuts wear on the supporting bearings of the main structure.

The aluminium sheave is coated with a new and hard wearing rubber, while all bearing surfaces in the structure comprise a combination of stainless steel pins and non-metallic housings.

All mild steel parts are shot-blasted, zinc-sprayed and painted to include zinc primer undercoat and finish top coat specification.

Emphasis has been put on reliability and convenience of operation; a hydraulic system has been designed so that the sheave can be operated independently of the slewing and lifting operation.

The hydraulic motor is housed right inside the sheave and the block is supplied in two diameters: 20in. and 24in.

ing her most successful season ever.

Further information may be obtained from the Industrial Development Council of North Jutland, or direct from Bjarne Jensen, DK-9982, Aalback, Denmark.

The Danish Net-Op self-winding net winch has revolutionised tangle net fishing in Denmark.

Fast deal lands trawler order

DURING the Catch '76 show the Campbelltown Shipyard announced it had just secured a contract worth around £500,000 to build an 85ft. stern trawler for the Faroe Islands.

Director and general manager, Leslie Howarth, arrived at the exhibition straight from a meeting in Denmark where the contract had been finalised. Negotiations to build the vessel had been completed in only 17 days.

The order was won in the face of fierce competition from yards in France, Norway and the Faroes. The boat has been designed by the

Campbelltown team to meet the special requirements of skippers who will be fishing within Faroe's coming 200-mile fishing limits.

Scheduled for completion next spring, the boat has been ordered for a partnership headed by two of the Faroes' most successful fishermen, Peter Nolsøe and Sophus Andreassen.

General arrangement of the boat represents a departure from the Campbelltown range of seiner-trawlers, and from earlier stern trawler designs. She is also the yard's first order from outside the UK and Ireland.

Capable of pursuing a variety of fishing methods,

the vessel will be of round bilge form and have a transom stern incorporating a stern ramp.

A shelter deck will extend aft for more than half her length to house a deck area for handling the trawl and gutting the catch. This will be flanked by the crew's accommodation.

The wheelhouse will be placed amidships while, below deck, the engine room will be aft and the 150 cu. m. fishroom forward.

Propulsion will be provided by a Kallson engine of 60 hp at 425 rpm to drive a CP propeller housed in a nozzle. This Danish engine is in wide use in the Faroes.

Fish and Ships Gear of Norway is to make the twin trawl winches, but bridge and gillson winches will be supplied through Fishing Hydraulics (Scotland) Ltd., Elton.

Electronics will include equipment by Simrad of Furuno.

A lot of interest was shown in the Campbelltown stand: the show and Mr. Howarth told *Fishing News* it had been well worthwhile coming to Aberdeen (see back page).

STEEL BOATS IN FAVOUR

THE NAPIER CO. of Aberdeen has designed a range of fishing vessels in a wide range of sizes and materials from open boats to purse seiners and stern trawlers.

Plans and photographs of many of these were on display. At the end of the show, the firm's director, Maurice J. Napier, told *Fishing News* he had found more interest in new building than expected.

Enquiries had been made about boats in wood and steel but, generally, there was greater interest in steel vessels from about 55ft. upwards.

Mr. Napier feels more hopeful about the future than he did before the show, although his company has been busy prior to the exhibition with design and consultancy work.

Napier has world-wide recognition for its very extensive experience in fishing vessel stability. Stability booklets prepared by the company were on the stand.

Mr. Napier said he would like to develop a simpler method of presenting stability information, as much of the data can be difficult for boat owners to interpret.

First look at V-12

BEING shown in Britain for the first time was the Cummins model KT 2300-M engine — latest in the firm's marine propulsion engine range.

It is a 12-cylinder, veeform, turbo-charged and after-cooled diesel developing 1,045 bhp at 1,950 rpm. It was shown with a Reintjes W4V 500 gearbox.

Engine efficiency has been increased by a combination of a four-valve head arrange-

October 15, 1976

Finding the right stern gear

"I HAVE recently acquired a 31 ft. boat with a beam of 9 1/2 ft. and draught of about 3 ft. 9 in. which I intend to fit out for trawling.

"I have bought a 33 hp marine diesel to replace the old marinised truck engine which is installed, but I need to get a gearbox and new stern gear for the boat.

"Where can I get advice about the most suitable gearbox, shaft, propeller, etc. to fit and where can I get the equipment itself?"

There are several firms which undertake to give free advice on problems like yours and scores which can provide individual items of equipment like gearboxes, shafts, propellers, etc.

Before any advice can be given, you will have to provide much more information about the hull of your boat and the engine than you have in your letter.

A competent adviser will want a drawing of the boat's hull or, if you can't supply one, details of its waterline length and laden displacement tonnage in addition to the measurements you have mentioned.

He will want to know whether the boat is built of wood, steel, GRP or ferro-cement; whether it is of round bilge or hard chine construction; and exactly whereabouts you propose to install your new engine in it.

Gearbox

He will want to know what make and model the engine is, what its continuous brake horsepower is at maximum revolutions and whether you want a right or left hand turning propeller.

He will want to know the size of the propeller aperture, length from existing gearbox coupling face to propeller one nut, length of tailshaft, distance from sternpost to end of propeller, length of stern tube between flanges, clearance between sternpost and rudder.

Armed with all this information and the knowledge that the boat is to be used for trawling, any firm which provides an advisory service is likely to be able to supply the information you need.

Since you require hardware as well as advice, I think that your best plan would be to consult a concern which can not only provide expert advice, but gearboxes and stern gear as well.

If you get free advice and

Net sounding recorder

IN MY Log of September 31 described net sounding equipment which includes a headline transducer that can be used with any currently available echo sounder. It is supplied by Acoustic Electronics, Eastgate, Hornsea, North Humberside.

Here is an example of the type of recording (right) which can be made when the equipment is used in conjunction with an Atlas 240 and Perring (Instrumentation) Ltd. which now has branches in Hull and Glasgow as well as headquarters at 7 Bishop Street, London EC3.

It illustrates clearly what can happen when an attempt is made to catch fast swimming mackerel in a mid-water trawl.

then shop around for individual items of equipment, you will not be able to obtain much, if any, redress if the advice proves not so good as it might have been.

On the other hand, if you opt for a package deal and get both advice and hardware from a single source, it will be a simpler matter to rectify any discrepancies between theory and practice.

A company which is as likely as any to be able to provide you with expert advice and first class equipment is Newage Engineers Ltd., which has a marine propulsion division at the Propulsion Works, Duchess Street, Shaw, Lancashire. It manufactures propellers from 18 in. to 78 in. diameter for engines up to 1,000 hp and a transmissions division at Barlow Road, Coventry, manufactures hydraulic gearboxes.

Diesel

It has been making gearboxes for use with diesel engines between 25 and 100 hp since 1969. The range is known as the PRM range and all units in it have gained a reputation for efficiency and reliability.

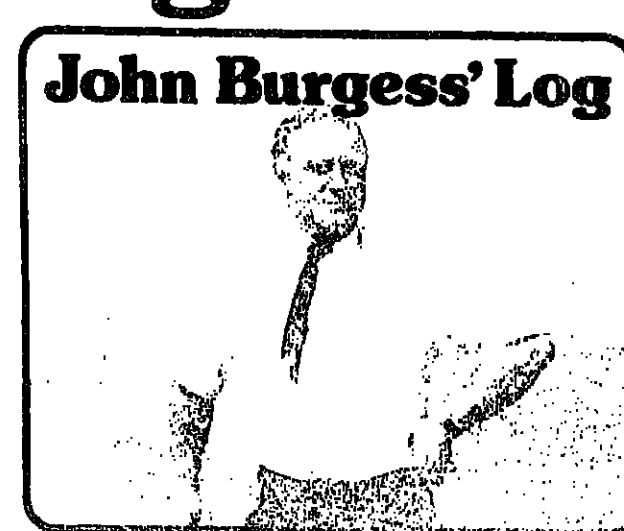
Manufacture of gearboxes in addition to propellers and all other items of stern gear has given Newage staff an immense amount of information about the efficient conversion of engine power into propeller thrust and the resultant performance of boats. So I don't think you could put yourself into better hands in your present circumstances.

Propulsion propellers up to 78 in. (1,955 mm) are designed and manufactured by the company. Most of them are made of manganese bronze but gunmetal, nickel aluminium bronze or stainless steel props can be supplied if required.

Whatever they are made of they are invariably delivered bored, keywayed, statically balanced and fully finished.

If you should want a prop of a particular diameter, pitch and blade area specially made for you, the company will undertake the work. And if you want a prop to work within a Kort or other type of nozzle, a suitable one can be supplied.

Propulsion's flexible couplings, with many features to commend them



PROTECT YOUR RADIO RECEIVER

CALLBUOY Marine Electronics, of Cwmbran, Gwent, has developed a range of Receiver Protection Units, designed to protect the inputs of MF and HF radio receivers from the effects of RF voltages and currents induced in the antenna.

A modern ship radio receiver would normally be specified to withstand no more than 30V input. Exceeding this voltage can cause serious and expensive damage to the receiver.

The new range of RPU units from Callbuoy is designed to prevent damage to the radio receiver from this or other electromagnetic and electrostatic sources.

The units are inexpensive and are easily fitted to the input of any MF/HF receiver. They do not affect the operation of direction finding equipment.

There are, at present, four models in the range — the RPU250, RPU500, RPU100/75 and RPU100/50, protecting receiver inputs against 250V, 500V and 100V rms respectively. The two 100V models are special low loss units matched to 75 ohm or 50 ohm feeders.

All models operate over the frequency range DC to 30MHz, with a minimum of insertion loss at normal signal levels.

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October 15, 1976

John Burgess' Log

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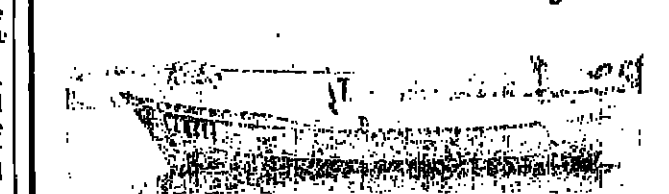
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